



TRANSPORTATION SAFETY PLAN

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ACRONYMS

ADT	Average Daily Trips
BIA	Bureau of Indian Affairs
HCM	Highway Capacity Manual
LOS	Level of Service
LRTP	The Long Range Transportation Plan
MEV	Million Entering Vehicles
MUTCD	Manual on Uniform Traffic Control Devices
MVM	Million Vehicle Miles
RRFB	Rapid Rectangular Flashing Beacons
V/C	Volume to Capacity ratio
WSDOT	Washington State Department of Transportation

1. INTRODUCTION

The Swinomish Tribe is committed to improving transportation safety throughout the Swinomish Indian Tribal Community to reduce the risk of death and serious injury that result from incidents on our transportation system for all multi-modal users of all ages and abilities. The purpose of this Strategic Transportation Safety Plan is to address transportation safety needs in the community for all transportation modes and develop comprehensive safety goals that are multi-disciplinary. This includes improvement in the following four key emphasis areas: engineering, enforcement, education, and emergency services.

1.1 VISION

It is the goal of the Swinomish Indian Tribal Community to develop a Transportation Safety Plan that provides strategies for making the transportation system within and around the Swinomish Reservation so all transportation users reach their destinations safely. The Swinomish Indian Tribal Community is committed to reducing the number of deaths and serious injuries and improving the overall safety for all ages, users, and abilities of the transportation system. The Swinomish Indian Tribal Community makes **SAFETY THE FIRST CONSIDERATION; NO FATAL INCIDENTS, NO ONE DIES ON OUR TRANSPORTATION FACILITIES.**

2. PROCESS

As part of an ongoing effort to make safety improvements, this Transportation Safety Plan has been developed by a variety of disciplines and safety partners within the Tribe, in cooperation with the Federal Regulations. The scope of the Safety Plan was developed in conjunction with various Swinomish Indian Tribal Community (SITC) staff, stakeholders and community groups. The following stakeholders were contacted as part of the Transportation Safety Plan. These stakeholders were chosen to provide advice in acquiring and analyzing data, selecting emphasis areas, developing safety strategies and implementing the final plan. As the plan is implemented and additional stakeholders are identified, they will be invited to further implement and evaluate the plan as this will be an iterative process.

- SITC Planning and Community Development Department
- SITC Police Department
- SITC Tribal Senate
- SITC Public Works Department
- SITC Planning Commission
- Swinomish Health and Education and Social Services (HESS) Committee

The issues raised by the Stakeholders include:

- Lack of non-motorized facilities (pedestrian, bicycle, etc.), particularly marked crossings and sidewalks
- Roadway signing for speed changes
- Speeding

- Sight distance issues at intersections
- Lack of lighting near roadways and Tribal buildings
- Commercial truck traffic on the Rainbow Bridge, specifically large commercial logging trucks
- Distracted driving
- Unlicensed drivers
- Driving under influence of alcohol and/or drugs

2.1 EXISTING EFFORTS

The Tribe has identified the critical need for a safe transportation network, especially in high traffic volume areas of the Swinomish Village and north end area of the Reservation. The Tribe partnered with the Town of La Conner, La Conner School District, and Skagit County Sheriff's Office to create a Safe Routes to School project that included engineering improvements, increased traffic enforcement, and bicycle and pedestrian safety education for children to safely walk and bike to school from the Swinomish Reservation to the La Conner Schools' campus. This effort was funded by WSDOT Safe Routes to School Grant awarded in early 2013. Project is planned for completion in fall of 2017. The bicycle and pedestrian safety education will continue as part of the La Conner Elementary and Middle School's physical education curriculum. See Attachment M for information on the Swinomish to La Conner Safe Routes to School Project.

The Tribe is the process of developing Safe Access Improvements Project for the Washington State Route 20 (SR-20) interchanges the intersections at Padilla Heights Road and Long John Drive south of SR-20 and the intersection of South March's Point Road and Casino Drive. This project has been identified as a high priority on the SITC's Transportation Improvement Program (TIP). This project will include elongated acceleration and deceleration lanes from SR-20 to the adjacent interchanges and installation of roundabouts for the access roads.

2.2 EXISTING CONDITIONS

The roadway descriptions below only include the primary routes identified during the kick-off staff team meeting and open house where additional speed and traffic volume were collected for the production of this report. The only two public road accesses to and from the Swinomish Reservation are the Rainbow Bridge (Pioneer Parkway to Maple Avenue) to La Conner to the southeast and Reservation Road to the north up to SR-20 and March's Point. This report concentrates on the reservation and main reservation roads, which are summarized in Figures 1 through 5. Collision data along SR-20 and the north area of the reservation was reviewed based on WSDOT traffic data records from January 1, 2011 through approximately April 1, 2016 and input from community members. The SR-20 data is summarized and the detailed SR-20 data is provided in Attachment F.

Rainbow Bridge is a 2-way bridge owned by Skagit County and built in 1957 with 10.5 foot lanes on the bridge deck, with minimal shoulders east of the bridge and minimal (3 foot sidewalk) on the bridge. Segments of this roadway are owned by the Town of La Conner where Maple Avenue

meets the bridge approach. The roadway carries approximately 6,500 daily trips during the typical weekday, of which approximately 560 occur during the PM peak-hour and 480 during the AM peak-hour. Although the posted speed limit is 25 mph, the majority (85th percentile speed) on the bridge is approximately 32 mph. This is approximately 30% over the speed limit. There were only two recorded collisions east of the bridge.

Padilla Heights Road is a 2-lane, 18-foot roadway north of the Reservation boundary connecting Reservation Road to Long John Drive, with no shoulders in the rural area and 90 degree curves. Skagit County holds the right-of-way for this road. The posted speed limit is 35 mph and widens to 22-feet in the industrial area along recently improved frontages. There is only one recorded collision and that was near the intersections with Reservation Road.

Long John Drive is a tribal owned facility built in 2001 as an interchange connector to the SR-20 eastbound and has a sidewalk on the south side with 12-foot lanes and an 8-foot paved shoulder. There were 4 recorded collisions at the east end intersection with Casino Drive recorded as entering at-angle collisions due to inattention and one at the west end recorded as a rollover due to exceeding safe speed.

SR-20 carries approximately 32,000 average daily trips westbound and 33,000 eastbound near the northern end of the Reservation. All public road access to SR-20 in this vicinity and the March's Point area is either through a signal or a right-turn only intersection. The Tribe and WSDOT are working on a safe access improvements project to increase acceleration and deceleration lanes to the intersections since SR-20 is a 4-lane, 55 mph posted highway along this section. There were a total of 185 recorded collisions on SR-20 between Thompson Road (MP 48.92) and the Bridge east of Casino Drive (MP 50.60). SR-20 had the highest number of collisions with 92 occurring at the three intersections and the remainder between the three intersections. The details of SR-20 collisions are contained in the attachments. The summary shows that Thompson Road had 11 collisions, Reservation Road has 32 collisions and Casino Drive has 49 collisions. More than half of the collisions at Reservation Road and Casino Drive were rear-end with following-too-closely given as the primary reason. Additionally, the segment of SR-20 between Reservation Road and Casino Drive recorded the highest number of collisions with rear-end and exiting roadway being the number of one and two types of collisions and following-too-closely being the primary cause. The collisions recorded are consistent with the safety corridor proposal of acceleration and deceleration lanes for traffic entering/exiting the roadway. Additional sight distance and warning for signal about to turn red other appropriate traffic control; measures should be implemented. In addition, informational signs to slow cars down near the intersections may be considered using MUTCD application of speed reduction markings¹.

Pioneer Parkway is a Skagit County owned road that is the primary north-south roadway through the Swinomish Village area and connects Rainbow Bridge in the south to Reservation Road in the north. Pioneer Parkway only has left-turn channelization at Shelter Bay Drive northwest of Rainbow Bridge. Pioneer Parkway only has sidewalk on the west side up to Snee-Oosh Road, which is where the roadway transitions to Reservation Road. The posted speed limit along Pioneer

¹ http://mutcd.fhwa.dot.gov/hdm/2009r1r2/part3/fig3b_28_longdesc.htm.

Parkway is 25 mph and the roadway carries approximately 4,000 daily trips, based on the 2007 traffic volumes. There are wide shoulders used for parking on both sides. There were five recorded collisions on south end of Pioneer Parkway, three located on the rear-end collisions on Rainbow Bridge and two were single-vehicle collisions into a bank/ditch. There were also three collisions at the north end at the intersection of Snee-Oosh Road; hitting a parked car, mail box, and entering at angle.

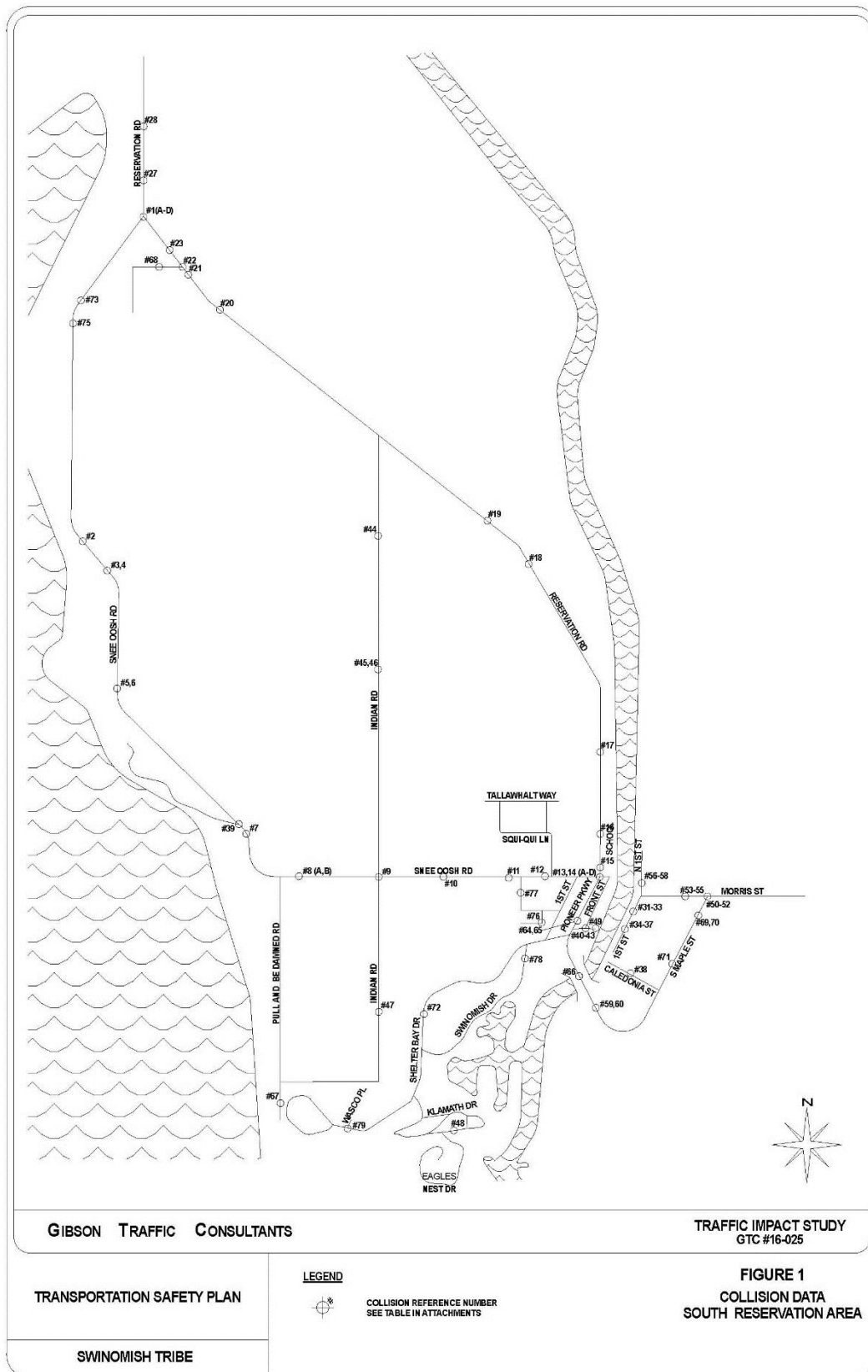
Reservation Road is a Skagit County owned road that is the primary north-south roadway north of the Swinomish Village area and connects SR-20 to the main residential area. The posted speed limit transitions from 25 mph near Snee-Oosh Road up to 35 mph near the logging storage yard and up to 50 mph near Sahalie Road. Reservation Road carries approximately 2,000 daily trips at the south end of the roadway. Although the posted speed limit is 25 mph in the south end, the 85th percentile speeds are 37 mph for northbound traffic. However, the southbound speed is 30 mph that may be attributed to upcoming signage (speed feedback signs) and regular enforcement. Along Reservation Road there are minimal shoulders with no sidewalk or bike facilities. This roadway recorded 15 collisions with the majority occurring at or near the northern intersection with Snee-Oosh Road. Nearly all the collisions were single-vehicle collisions where the vehicle hit fixed objects, ditches or animals. No reasons or causes were provided for the majority of these collisions. Based on field review, it is likely that speeding, inattention and under the influence are typical of this type of collision pattern.

Snee-Oosh Road is a Skagit County owned road that is the main east-west road that connects the Swinomish Village area (Pioneer Parkway) to the east with the residential areas on the west side of the reservation, where it continues north to the intersection of Reservation Road. The posted speed limit is 25 mph on the east side, but transitions to 45 mph west of 1st Street. Snee-Oosh Road carries approximately 1,850 daily trip. Although the posted speed limit is 25 mph near the transition area west of the Village, the 85th Percentile speed is approximately 38 mph, significantly over the posted speed limit. The roadway is a 2-lane rural style roadway with minimal or no shoulders. Further west of the village, the speed limit drops back to 35 mph near Thousand Trails Campground and then to 45 mph where it connects to Reservation Road. There are no rumble strips in this section even though there are wider shoulders. Snee-Oosh Road recorded 17 collisions with nearly all collisions being single-vehicle collisions where the vehicle hit fixed objects, ditches, banks or animals. Primary causes were speeding, inattention and under the influence.

1st Street is a Tribal owned roadway and runs parallel to Reservation Road in the Swinomish Village area. There are speed humps, sidewalks on both sides and a posted speed limit of 15 mph. Speeds are likely higher because the roadway has a 38-foot road section with no obstructions. There were no recorded collisions along 1st Street.

The collision locations in the south reservation area are shown in detail in Figure 1. Collision reference numbers, see table in Attachment B, Collision Summary Table.

Figure 1: Swinomish Collision Map – South Reservation Area



DATA REVIEW

The data analyzed as part of the Transportation Safety Plan was obtained from WSDOT for the period from January 1, 2011 through approximately April 1, 2016 for collisions occurring on the Swinomish Reservation and within the La Conner and March's Point influence areas. Collision data was also analyzed along SR-20 between Reservation Road and Casino Drive; details are provided in the attachments.

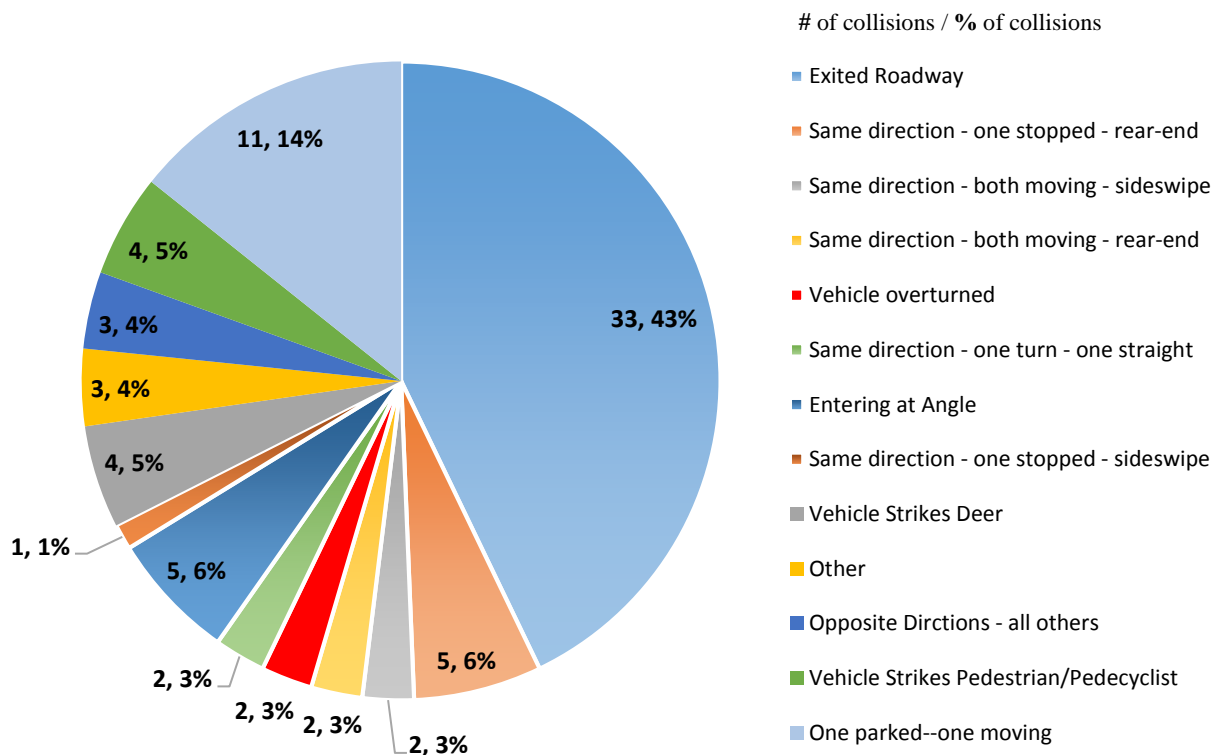
Based on discussions with Tribal Police there is not a separate Tribal database; all collision data is provided to WSDOT and is therefore included in the States collision data base.

2.3 SOUTHERN RESERVATION AREA

The WSDOT collision data was analyzed for overall general trends per FHWA recommendation and is presented in Figures 2 through 5 for frequent collision types, major contributing factors, age of drivers and restraint usage. These trends were compared to Washington State Target Zero and/or local Skagit County data.

The frequent collisions data were identified to determine which collision types were predominant and may require additional investigation to determine the cause. The collision types, a total that constitute the majority of collisions are summarized in Figure 2.

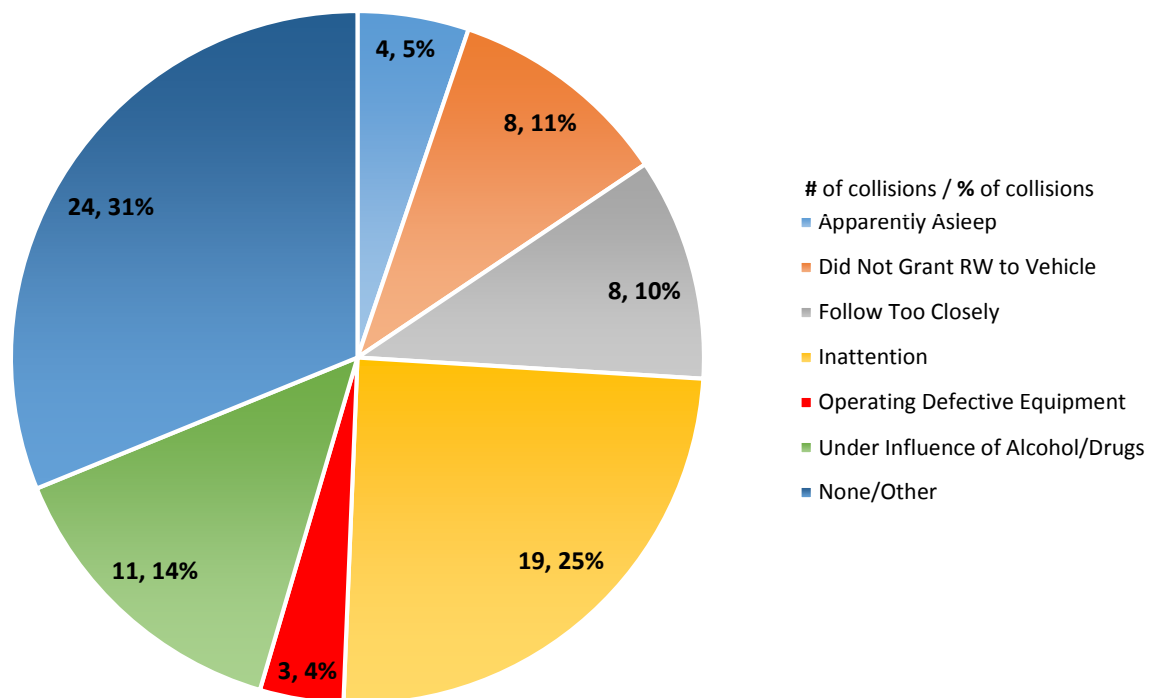
Figure 2: Frequent Collision Types



The summary of collision types shows that the most frequent collision type is exited roadway, which accounts for running into a ditch, berm or other roadside features. These collisions accounted for 33 of the 77 collisions (43%). Vehicles exiting the roadway are typically associated with drivers speeding or not paying attention. The rural nature of the roadways, including narrow lanes and lack of shoulders, likely leads to vehicles running off the roadway. A detailed review of the main roadways, such as a safety road audit, would be necessary to fully understand why vehicles exiting the roadway are such a high percentage of the collisions on the Reservation and to identify potential measures that can be enacted to prevent these collisions. Vehicles striking parked cars was the second highest collision type and accounted for 14% of the collisions. Better signage, illumination or limiting on-street parking should be evaluated to reduce vehicles hitting parked cars.

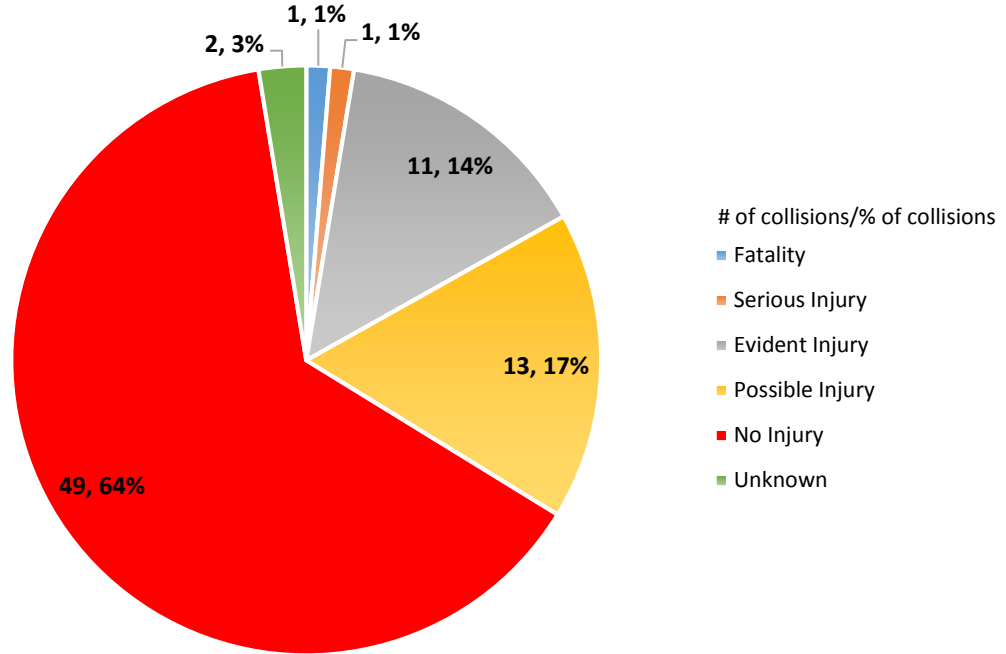
The major contributing factors have also been identified in Figure 3.

Figure 3: Major Contributing Factors



Unfortunately, no contributing factor was provided for more than 30% of the collisions. The other major contributing factors are inattention for 25% of the collisions, and under the influence of alcohol/drugs for 14% of the collisions. Both of these contributing factors can lead to vehicles exiting the roadway. The percentage collisions due to alcohol/drugs is nearly 2.5 times greater than the Washington State average. Therefore, continued emphasis to reduce alcohol/drugs and driving needs to be emphasized. The collision severity is identified below in Figure 4.

Figure 4: Collision Severity



The data shows that nearly 65% of the collisions did not involve an injury and 17% involved a possible injury. However, there were 2 collisions that involved a serious injury or a fatality. The fatality was due to the vehicle exiting the roadway and was due to drugs.

2.4 PEDESTRIAN/BICYCLE COLLISIONS

There were two recorded pedestrian collisions, one on Front Street and the other on Solahdwh Lane in the Swinomish Village. One collision was due to being under the influence of alcohol and the other did not have a reason given. There was only one bicycle collision recorded and that was on Caledonia Street in the Town of La Conner with no reason given. The Swinomish Tribe has scheduled work to complete several road and pedestrian improvements and other programs to enhance safety of the reservation, including:

- Installation of new sidewalks along Snee-Oosh Road and Shelter Bay Drive in the Village
- New bicycle lane striping and sharrows markings in the Village
- New marked intersection crossings, including at Shelter Bay Drive and a new speed table crossing at the intersection of Moorage Way and Pioneer Parkway
- Installation of a new 4-way stop at intersection of Pioneer Parkway and Snee-Oosh Road.

2.5 SPEED AND VOLUME DATA

Several locations were surveyed for 85th percentile speed data and traffic volumes. The speed data showed varying degrees of compliance with the posted speed limits within the 25 mph zones and near the transition zones to 35 mph and 45 mph. There are two areas where the 85th percentile speed is significantly higher than the posted speed limit. These locations are on Reservation Road north of Snee-Oosh Road and Snee-Oosh Road west of Swinomish Avenue. These areas have posted speed limits of 20 to 25 mph, but experience 85th percentile speeds of 37/38 mph. The speed data is summarized in Figure 5.

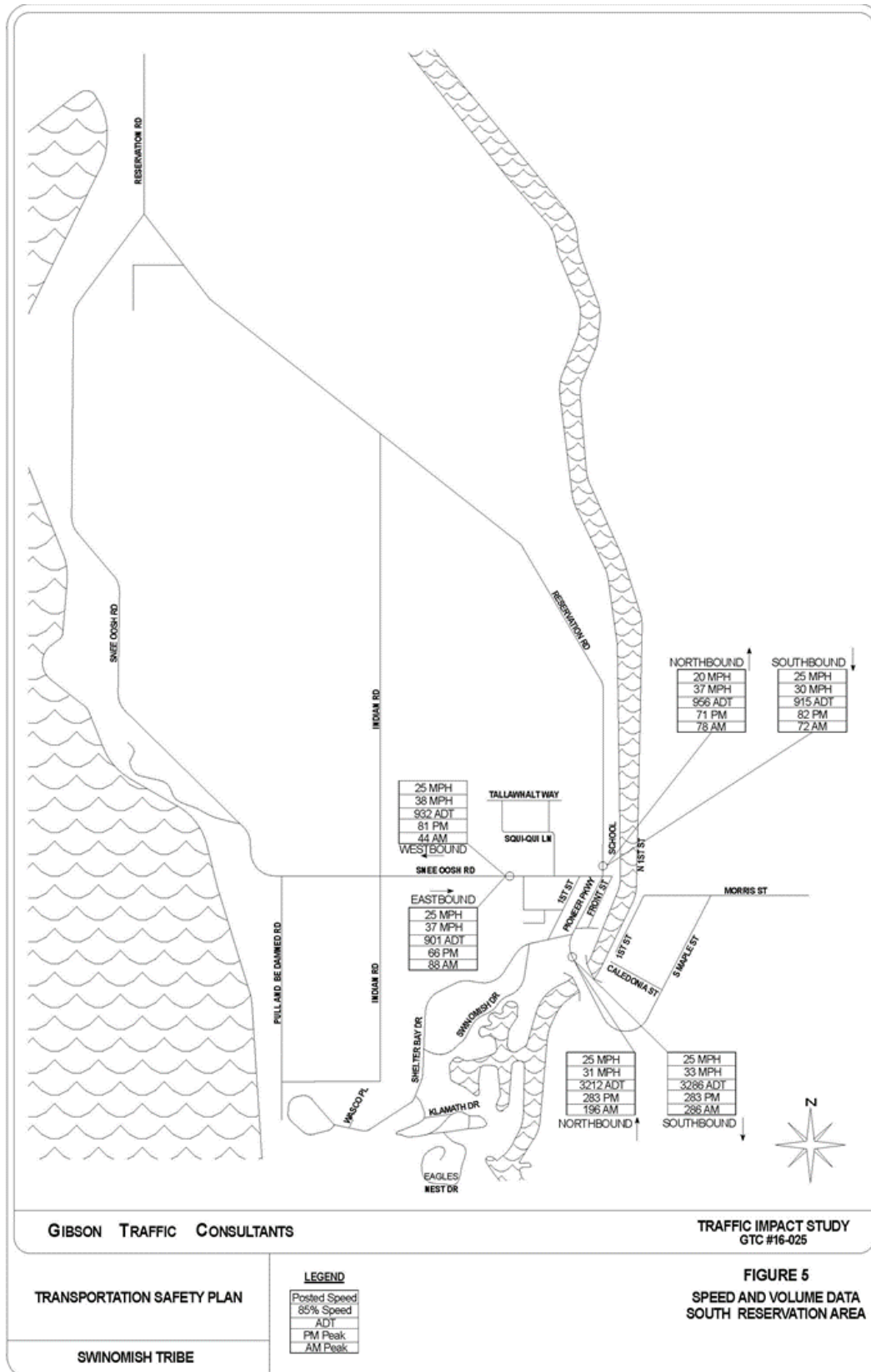
2.6 OTHER

The October 2011 Swinomish Transportation Plan identified several transit area and non-motorized facility deficiencies, see Section 3.7 and Table 16 in Attachment L, which have been included in the attachments. Additionally, the 2015 Safe Routes to School Plan identified several additional improvement needs (see Attachment H) and a bid for construction has been advertised consisting of construction of pedestrian and bicycle improvements, including sidewalk, curb, gutter, bicycle lanes, signage, sharrows markings and crosswalk markings with stop bars and flashing beacons. Bicycle improvements consist of removing existing conflicting striping to allow for wider bike lanes and/or buffered bike lanes along parts of Pioneer Parkway. In areas without adequate width to provide a safe bike lane, this project will install surface applied shared lane bike symbols. There will be new pedestrian facilities along east side of Snee-Oosh Road near Pioneer Parkway, including three raised crosswalks along Pioneer Parkway to reinforce speeds and provide for pedestrian safety. Additionally, two pedestrian/bicycle activated traffic signals with rapid rectangular flashing beacons are proposed to be installed on either side of the Rainbow Bridge and at the intersection of Road Street and Maple Street.

2.7 SR-20 COLLISION DATA

SR-20 had the majority of collisions (185 recorded) while the primary reservation area only had 77 collisions in the last 5-year reporting period. The highest collision intersection in the area is SR-20 at Casino Road with 49 recorded collisions and the highest road segment is SR-20 from Reservation Road to Casino Road with 45 recorded collisions (not including intersections). The vast majority of collisions were rear-end with following-too-closely and inattention being the primary causes. Only 5% of collisions were due to DUI and 15% of the collisions had no cause reported. The number of injury collisions was low for such a high-speed roadway. Even though even one fatality is too many, the fact that there was only one fatality on a high-speed facility with 170 collisions is relatively good. The collisions along SR-20 are detailed in Attachment F.

Figure 5: Southern Reservation Area – Speed and Volume Map



2.8 SURVEY DATA

An open house and survey request was performed by the Swinomish Planning Department and GTC on July 6, 2016 from 5:00 PM to 8:00 PM to gather qualitative data regarding transportation safety concerns. A copy of the open house invitation is included in Attachment A. A presentation on the collision data was provided first, followed by a description of the prior Safe Routes to School plan and the categorization of safety issue into the four E's (Engineering, Enforcement, Education and Emergency Services).

After the collision data was presented an informal dot-exercise was performed with open discussion. The dot-exercise consisted of the participants identifying their transportation safety concerns through the engineering, enforcement, education and emergency services categories. The participants were provided with different dots to identify their level of concern with the different areas, a red dot identified their highest priority and a yellow dot identified a lower priority. Additionally, a map was provided so participants could identify specific locations and provide comments. The survey was left open for several days after the open house for additional comment.

The concerns were provided a point value by giving three points to a red dot and one point to a yellow dot. The results are summarized into the matrix below:

Table 1: Engineering Improvement Matrix

Improvement	Red Dot	Yellow Dot	Score
Improved Pedestrian Facilities/Sidewalks	5	16	31
Improved Bike Facilities	1	4	7
Improved Intersection – Turn Lanes/Accelerations Lanes/Roundabouts/Signals/Etc.	1	4	7
Roadway Maintenance – Vegetation/Pedestrian Pathways/etc.	1	6	9
Improved Signage – Speed Signs/Location/Etc.	2	6	12
Street Lights	3	10	19
Road Network Links	0	1	1
Other - Speed Bumps	0	2	2
Other - Rainbow Bridge	1	0	3

Table 2: Enforcement Improvement Matrix

Improvement	Red Dot	Yellow Dot	Score
Speeding	4	5	17
Driving Under the Influence of Alcohol and Drugs	1	0	3
Driving too Closely	0	1	1
Driving with Unsecured Loads	0	0	0
Driving without License	1	0	3
Driving without Seatbelts – Adults and Children	0	0	0
Cell Phone Use While Driving	2	3	9
Red-Light/Stop-Sign Running	0	0	0
Other - Enforce Drug Use	1	0	3

Table 3: Emergency Services Improvement Matrix

Improvement	Red Dot	Yellow Dot	Score
Improved Cell Phone Coverage – No Dead Zones	0	2	2
Improved Street Signage	0	0	0
Improved Emergency Response Times to Traffic/Pedestrian/Bike Incidents	0	0	0
Improved Feedback on Collision Statistics/Trends on the Reservation	0	0	0
Other - Ham Radio	0	1	1

Table 4: Education Improvement Matrix

Improvement	Red Dot	Yellow Dot	Score
Speeding	0	1	1
Driving Under the Influence	0	0	0
Distracted Driving	1	3	6
Seatbelt Usage	0	0	0
Child Seat usage	0	0	0
Helmet Usage	1	1	4
Red-Light/Stop-Sign Running	0	2	2
Safety at Night – Wear Bright at Night	0	1	1
Other	0	0	0

2.9 STAKEHOLDER INPUT

Input was received from stakeholders regarding safety issues at specific locations on the Swinomish Reservation. The following is a summary of issues:

Reservation Road:

- There is a lack of bike lanes and is a popular route for bicyclist and provides linkage to Tribal services. Wider shoulders are needed; there is currently little to no shoulder on southern portion of Reservation Road with steep ditches on either side of roadway.
- More speed limit signs needed, there are multiple speed limit transitions on Reservation Road. Another solution would be installation of speedbumps needed where speed transitions to lower speeds, for example; heading south where speed drops from 50 mph to 35 mph.
- No cell service area when heading north towards the casino.
- Poor visibility at Snee-Oosh Road intersection.

Snee-Oosh Road:

- Speeding as people enter and leave the Village area; Swinomish Avenue was specifically identified, and after the intersection with Squi-Qui Lane
- Bike lanes needed where the road begins to approach the intersection of Reservation Road and Pioneer Parkway.
- Install sidewalks/path for bikers and runners along entire road, especially sidewalks leading to residential areas. There needs to be a crosswalk connecting 1st Street to the northern side of Snee-Oosh Road.

- There are minimal shoulders along roadway and posted speed is too fast. The entire road should be a 35 mph speed limit.

Pioneer Parkway:

- Large logging trucks on Rainbow Bridge passing bikes, there needs to be a separate bike lane and rumble median strip.
- Speeding is a major issue; people come off the bridge into the Village way too fast
- Crosswalk needed at Shelter Bay Drive and Moorage Way
- Improved sidewalks at Moorage Way with cross walks at Front Street intersection and across
- Illumination and sidewalk needed near Maple Avenue past Rainbow Bridge.

Swinomish Village Residential Area:

- Improve sidewalks on Squi-Qui Lane, install signage that alerts driver that children are in the vicinity and that they need to slow down.
- Add speedbumps
- Speeding is an issue on Tallawhalt Way even though there are speed humps.
- Unsafe behavior of kids on bikes and skateboards; speeding past stops signs.

SR-20:

- There is a need for separate right turn deceleration and acceleration lanes to ease the traffic entering and exiting SR-20 to reduce rear end collisions.

General:

- Improved illumination in residential areas and Tribal buildings, need more sidewalks.
- Lack of lighting in Tribal parking lots – Police Station, Administrative Services, Health and Social Services, etcetera.

These concerns raised by the stakeholders may be the underlying cause of some of the collisions documented in this report. However, it is difficult to draw links between these stakeholders' concerns and the collision data. Despite this, the stakeholders' concerns have been factored into the recommendations discussed below.

3. EMPHASIS AREAS: RESULTS AND RECOMMENDATIONS

The general policies to address the Swinomish Tribe collision history, including collision type and contributing factor, are shown below and are consistent with Washington State's Target Zero Plan.

Education

Educate all road use of how the roadways are to be used and addressing high risk vehicle operator behavior. The Washington State Strategic Highway Safety Plan 2016: Target Zero identifies high risk behavior for all roadway users include: drug and alcohol impairment, speeding, distracted, unrestrained, unlicensed, and drowsy. There are variety of education implementation strategies identified in the State's Safety Plan to reduce behavioral related fatalities and serious injuries that the Tribe can adopt and implement as community education.

Examples of these include:

- Conducting education campaigns focusing on the dangers of electronic device use while driving/walking.
- Promoting child restraint distribution programs including redistribution of previously owned child restraints.
- Conducting high visibility partnership campaign with enforcement for media campaigns to reduce impaired driving.

Enforcement/Emergency Response

Use data-driven analysis to help law-enforcement officers pinpoint locations with a high number of fatal and serious-injury collisions related to driver behaviors, such as speeding and impairment. Continue and improve coordination between multiple enforcement and emergency response agencies including and incorporating emerging technology in addition to proven strategies for reducing deaths and hospital through EMS response and access to trauma care².

- Engineering – Design roads and roadsides using practical, near term solutions to reduce collisions, or severity of collisions such as rumble strips and wider edge striping.

Based on the WSDOT and Swinomish Tribe collision data and information from the stakeholders, the following policies are proposed.

3.1 DATA COLLECTION

Thank you to all the enforcement agencies including the Swinomish Tribe, Skagit County, and Washington State. The collisions appear to be well documented on and near the Reservation. The database for this area held at Washington State Department of Transportation appears to contain

² Washington State Strategic Highway Safety Plan 2016

all relevant collision data. Going forward; data should be evaluated annually for any changes and should utilize GIS for mapping location of frequency and severity of collisions. Qualitative data provided by the community and staff offered valuable information on local driver and pedestrian behavior that may have not been captured through traditional traffic study methodologies.

3.2 PEDESTRIAN/BICYCLE FACILITIES

The stakeholders identified several pedestrian and bicycle facilities need to be provided or improved, it ranked as the highest recommended improvement by far. Many of these are being constructed under the Safe Routes to School Project. However, a number of missing links will still be needed to be completed. A coordinated non-motorized plan is needed with priorities to fill missing links and should be included in the next Swinomish Transportation plan.

- Develop a Non-Motorized Transportation Plan

Currently non-motorized facilities is a minor sub-section in the Swinomish Transportation Plan. Development of a Non-Motorized Transportation Plan will ensure biking, walking, and other non-motorized transportation uses are given equal priority in Transportation Planning with the focus of moving people and goods instead of a singular focus of moving vehicles. This would establish detailed policies and actions to improve safety and accessibility of all non-motorized users.

- Develop and Maintain an Asset Management Plan for all non-motorized facilities

Asset management for non-motorized facilities will allow transportation managers know the current condition of all tribally owned and maintained sidewalks, trails, bike paths, ADA curb ramps, lighting, signage, and etcetera. Identifying and assessing the current condition of these facilities will help transportation managers can be used as a planning tool to identify gaps in the systems and locations for maintenance and improvement.

Places identified in the process for needing pedestrian/bicycle safety improvements include:

- Snee-Oosh Road – specifically between residential areas and the village
- Reservation Road – specifically leaving the village
- Pioneer Parkway – sidewalks in the village, including Moorage Way and Maple Avenue
- The entire Swinomish Village road network
- SR20 Interchange areas at Long John Drive and Casino Drive.

Education

Incorporate and adopt objectives and strategies identified in the State's Safety Plan and modify them if appropriate to be culturally relevant to the Swinomish Community.

These objectives and strategies are:

1. Improve bicyclist and driver safety awareness and behavior
 - Promote use of reflective apparel among bicyclists and bicycle lights.
 - Continue providing and increase use of bicycle education and safety skills in schools using the Safe Routes to School Education curriculum.
 - Provide bicycle safety awareness as part of driver education programs.

2. Enact policies/laws to improve bicycle safety
 - Improve training on bicycle laws for law enforcement officers at state, Tribal, and local levels.
3. Improve safety for children bicycling to school
 - Expand high visibility speed enforcement in school zones, including automated speed photo enforcement.
4. Improve pedestrian safety awareness and behaviors
 - Promote the use of reflective apparel among pedestrians.
 - Educate pedestrians about the risks of distracted walking.
 - Develop and conduct communication and outreach efforts to contact crash-involved impaired pedestrians, as well as with law enforcement agencies, alcohol servers, social and health service providers, and other involved parties for reducing impairment as a factor in pedestrian crash-related injuries and deaths.
5. Reduce Vehicle Operating Speeds where the land use context indicates that pedestrians will/may be present
 - Use education efforts to inform the public about speed limit changes and the reasons for lowering the speeds.
6. Increase enforcement of laws pertaining to pedestrians
 - Implement pedestrian safety zones, targeting geographic locations and audiences with pedestrian crash concerns.
 - Expand targeted crosswalk enforcement and education for both motorists and pedestrians.
 - Improve training on pedestrian laws for law enforcement officers at state, Tribal, and local levels.

To meet the above object the Tribe can utilize available resources to educate the community about rules of the road in addition to seeking available grant and foundation funding to support safety education campaigns.

Examples of these education resources are available through National Safe Routes to School program (<http://www.saferoutesinfo.org/>), Washington Traffic Safety Commission (<http://wtsc.wa.gov/>), and Cascade Bike Club (<https://www.cascade.org/>).

Enforcement

- Increase visibility in locations where pedestrian/bicycle and vehicle interactions are an issue.
- Install speed feedback signs in neighborhood areas and track data received from unit.
- Partner with Tribal Police on participation of Bike and Pedestrian Safety Rodeos and events.

Engineering

- Require all new construction to provide adequate pedestrian and bicycle facilities along frontage and consistent with a non-motorized transportation plan.
- Develop a priority plan to connect existing pedestrian and bicycle facilities with estimated costs and priorities.
- Identify locations as part of the Road Safety Audit (RSA) process where improvements are necessary and what those improvements should consist of. The three locations that were either identified through the collision history as benefitting from an RSA or based on extensive public comment are:
 - Reservation Road from North of the village to Snee-Oosh Road
 - Snee-Oosh Road – village to west of Indian Road
 - Rainbow Bridge
- Development of Safe Routes to School Bus Stops by creating a safe walkable route for children to walk to bus stop location. This would require partnership with school transportation professionals, school administrators, and jurisdictions responsible for roadway. The Safe Routes to School Guide provides policy guidance resources on developing school bus locations, see source listed in footnote³.

3.3 UNFORGIVING ROADWAYS

Stakeholders identified that many roadways have narrow lanes, narrow shoulders and lack of pedestrian/bicycle facilities.

Education

- Provide information to drivers as to the dangers of not obeying the rules of the road and penalties for breaking the law. This can be done through the newspaper, reader boards, and

³ http://guide.saferoutesinfo.org/school_bus_locations/determining_school_bus_stop_locations.cfm

local community organizations and events such as the La Conner Schools, after school youth programs, Boys and Girls Club, community dinners etc.).

Enforcement

- Use of speed feedback signs.
- Identify through the Road Safety Audit process where roadside improvements are necessary and what improvements should be considered.
- Targeted speed enforcement and traffic calming⁴.

Engineering

- Perform road safety audits along key collision roadways to understand what the roadway characteristics are and what improvements can be made.
- Pedestrian and bicycle engineering improvements for the Village, including signage.
- Traffic calming along Reservation Road and Snee-Oosh Road when approaching the village and the north intersection of Reservation Road and Snee-Oosh Road.
- Rumble strips along the edge of Snee-Oosh Road south of Reservation Road.
- Increase roadway width of Reservation Road and Snee-Oosh Road with wide shoulders.

3.4 RECOMMENDATIONS

1. Investigate the options to provide enhanced driver education by supplementing existing training requirements for drivers under 18 to complete additional hours of driver education and training. This can be coordinated with the local school district. Potentially, provide supplemented driver education for drivers ages 18 to 20 who are not required to complete driver training under Washington state law. This received a favorable response during the survey process.
2. Investigate the financial feasibility of providing a dedicated traffic safety officer who could also be cross-deputized and lead safety education and enforcement/emphasis initiatives.
3. Develop a plan to work with local businesses, schools and community organizations to have information on variable message signs to get out the message of distracted driving.
4. Show of police and road speed feedback presence along roadways so that drivers are aware that police are patrolling and enforcing. Within Washington State the issue of speed cameras has been deemed non-constitutional outside of school or work zones. However,

⁴ According to the Federal Highway Administration, “The term ‘traffic calming’ is often described as the combination of mainly physical measures that reduce the negative effects of motor vehicle use and improve conditions for nonmotorized street users. However, the term ‘traffic calming’ also applies to a number of transportation techniques developed to educate the public and provide awareness to unsafe driver behavior.” Source: https://www.fhwa.dot.gov/environment/traffic_calming/

with tribal sovereignty, the option of speed cameras could be investigated and again be a decision for the Senate. The tribal legal department would champion this action.

5. Greater emphasis on identifying the cause of the collision.
6. Develop a coordinated non-motorized plan with priorities to fill missing links.
7. Require all new construction to provide adequate pedestrian and bicycle facilities along roadway frontage and consistent with a non-motorized transportation plan.
8. Provide information to drivers as to the dangers of not obeying the rules of the road (right of way, speed limit, etc.). This can be done through the newspaper, reader boards, or organizations.

OPEN HOUSE INVITATION

**TRIBAL
TRANSPORTATION
SAFETY PLAN
OPEN HOUSE**



Photo Credit: Swinomish Police Department

Native American/Alaskan Natives have higher death rates involving high risk factors than other races. For example, the rate of NA/AN unrestrained vehicle occupant deaths per 100,000 population are more than seven times higher than other races combined.

3.9x Total Fatalities	7.3x Unrestrained	4.7x Impaired	4.1x Speeding	5.0x Pedestrian
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WEDNESDAY, JULY 6TH

5:00 - 7:30 PM

Location: Spiritual Center

17456 Pioneer Parkway

The Tribe is developing a Transportation Safety Plan and we want to hear from you on what you think are safety issues for the Swinomish Community and your ideas on how the roads, trails, and sidewalks in the Reservation can improve to create a safer place for all ages, abilities, and users.

**Dinner will be
provided!**

**WE WANT TO
HEAR FROM YOU!**

**What do you think
are the safety issues
for walking, biking,
and driving on the
Reservation?**

**What are changes
and improvements
you would like to see
on the Reservation?**

**Every voice
counts!**

Questions?

Contact Tara Satushek
in the Planning
Department at
360-466-5318

COLLISION SUMMARY TABLE

Pin #	COUNTY ROAD NAME	DATE	TIME	MOST SEVERE INJURY TYPE	FIRST COLLISION TYPE / OBJECT STRUCK	VEH 1 ACTION	VEH 2 ACTION	MV DRIVER CONT CIRC 1 (UNIT 1)
1A	SNEE-OOSH RD	7/30/2011	22:40	No Injury	Roadway Ditch	Going Straight Ahead		Disregard Stop Sign - Flashing Red
1B	RESERVATION RD	9/4/2013	22:00	No Injury	Earth Bank or Ledge	Slowing		Disregard Stop Sign - Flashing Red
1C	RESERVATION RD	12/1/2014	4:08	No Injury	Roadway Ditch	Going Straight Ahead		Driver Interacting with Passengers, Animals/Obj
1D	RESERVATION RD	10/22/2015	18:12	No Injury	Earth Bank or Ledge	Going Straight Ahead		Exceeding Stated Speed Limit
2	SNEE OOSH RD	5/25/2013	23:33	No Injury	Roadway Ditch	Going Straight Ahead		Unknown Driver Distraction
3	SNEE OOSH RD	9/24/2011	22:48	Evident Injury	Vehicle overturned	Going Straight Ahead		Under Influence of Alcohol
4	SNEE OOSH RD	11/25/2015	4:11	Serious Injury	Mailbox	Going Straight Ahead		Under Influence of Drugs
5	SNEEOOSH RD	10/11/2014	14:20	Possible Injury	From opposite direction - all others	Going Straight Ahead	Going Straight Ahead	Exceeding Reas. Safe Speed
6	SNEE OOSH RD	3/7/2014	17:13	No Injury	Utility Pole	Going Straight Ahead		Inattention
7	SNEEOOSH RD	9/11/2014	8:40	Evident Injury	Entering at angle	Merging (Entering Traffic)	Going Straight Ahead	Did Not Grant RW to Vehicle
8A	SNEE-OOSH RD	5/15/2014	2:34	Evident Injury	Tree or Stump (stationary)	Going Straight Ahead		Other
8B	SNEE OOSH RD	2/8/2013	13:56	Possible Injury	Tree or Stump (stationary)	Going Straight Ahead		Under Influence of Alcohol
9	SNEE OOSH RD	2/22/2016	15:28	Possible Injury	Entering at angle	Other*	Going Straight Ahead	Inattention
10	SNEE-OOSH RD	4/28/2014	13:13	No Injury	Earth Bank or Ledge	Going Straight Ahead		Driver Interacting with Passengers, Animals/Obj
11	SNEE OOSH RD	2/27/2011	2:06	Possible Injury	Roadway Ditch	Going Straight Ahead		Exceeding Reas. Safe Speed
12	SNEE JOSH RD	3/25/2013	0:15	Evident Injury	Roadway Ditch	Going Straight Ahead		Apparently Asleep
13	SNEE OOSH RD	10/12/2011	22:45	No Injury	Entering at angle	Making Left Turn	Stopped at Signal or Stop Sign	Improper Turn
14A	RESERVATION RD	10/21/2011	12:30	No Injury	From same direction - both going straight - one stopped - rear-end	Stopped for Traffic	Going Straight Ahead	None
14B	PIONEER PKWY	8/9/2015	9:55	No Injury	Entering at angle	Going Straight Ahead	Going Straight Ahead	Did Not Grant RW to Vehicle
14C	PIONEER PKWY	4/8/2012	11:06	Evident Injury	Utility Box	Going Straight Ahead		Under Influence of Alcohol
14D	PIONEER PKWY	5/11/2015	16:50	No Injury	One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	Apparently Asleep
15	RESERVATION RD	2/27/2015	16:35	No Injury	Roadway Ditch	Going Straight Ahead		Unknown Driver Distraction

16	RESERVATION RD	8/27/2012	17:32	No Injury	Mailbox	Going Straight Ahead		Driver Adjusting Audio or Entertainment System
17	RESERVATION RD	1/17/2013	18:51	No Injury	Roadway Ditch	Going Straight Ahead		None
18	RESERVATION RD	11/27/2013	22:24	No Injury	Roadway Ditch	Going Straight Ahead		None
19	RESERVATION RD	6/24/2011	16:15	No Injury	Vehicle Strikes Deer	Going Straight Ahead		None
20	RESERVATION RD	2/13/2014	20:40	No Injury	Culvert and/or other Appurtenance in Ditch	Going Straight Ahead		Under Influence of Alcohol
21	RESERVATION RD	5/18/2011	12:00	No Injury	Vehicle Strikes Deer	Going Straight Ahead		None
22	RESERVATION RD	6/26/2012	10:55	No Injury	Vehicle Strikes Deer	Going Straight Ahead		None
23	RESERVATION RD	10/10/2014	13:56	Possible Injury	From same direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Follow Too Closely
27	RESERVATION RD	9/12/2015	14:25	No Injury	From same direction - both going straight - both moving - rear-end	Slowing	Slowing	Follow Too Closely
28	RESERVATION RD	1/12/2013	1:20	No Injury	Earth Bank or Ledge	Going Straight Ahead		None
31	1ST ST	5/1/2013	12:50	No Injury	From same direction - one right turn - one straight	Going Straight Ahead	Making Right Turn	Operating Defective Equipment
32	1ST ST	12/16/2015	14:48	No Injury	One parked--one moving	Making Right Turn	Legally Parked, Unoccupied	Inattention
33	6TH ST	1/11/2012	9:55	Evident Injury	Entering at angle	Starting in Traffic Lane	Starting in Traffic Lane	None
34	1ST ST	9/30/2011	13:15	No Injury	One parked--one moving	Illegally Parked, Occupied	Going Straight Ahead	None
35	1ST ST	8/14/2014	22:00	Unknown	Utility Pole	Going Straight Ahead		Driver Interacting with Passengers, Animals/Obj
36	1ST ST	8/6/2015	12:55	No Injury	One parked--one moving	Legally Parked, Unoccupied	Other*	None
29	RESERVATION RD	11/26/2011	22:40	No Injury	Miscellaneous Object or Debris on Road	Going Straight Ahead		Under Influence of Alcohol
30	RESERVATION RD	9/17/2015	17:16	Possible Injury	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely
37	1ST ST	10/8/2015	11:25	No Injury	From same direction - both going straight - one stopped - sideswipe	Stopped in Roadway	Going Straight Ahead	None
38	CALEDONIA	5/4/2011	17:13	Evident Injury	Vehicle - Pedalcyclist	Going Straight Ahead		None
39	CHILBERG AVE	4/5/2015	16:45	Possible Injury	Roadway Ditch	Making Right Turn		Other Driver Distractions Inside Vehicle
40	FRONT ST	4/21/2012	21:22	Evident Injury	Vehicle going straight hits pedestrian	Going Straight Ahead		None
41	FRONT ST	8/10/2014	17:05	No Injury	One parked--one moving	Making Right Turn	Legally Parked, Unoccupied	Inattention

42	MOORAGE WAY	9/17/2012	8:13	No Injury	One parked--one moving	Making Left Turn	Legally Parked, Unoccupied	Other
43	MOORAGE WAY	1/26/2016	12:00	No Injury	From opposite direction - all others	Going Straight Ahead	Backing	Inattention
44	INDIAN RD	12/21/2015	16:20	No Injury	Tree or Stump (stationary)	Going Straight Ahead		Other
45	INDIAN RD	6/1/2011	19:40	Possible Injury	Wood Sign Post	Going Straight Ahead		Exceeding Stated Speed Limit
46	INDIAN RD	6/21/2011	8:02	Evident Injury	Vehicle Strikes Deer	Going Straight Ahead		Other
47	INDIAN RD	5/10/2011	15:16	Possible Injury	Vehicle going straight hits pedestrian	Going Straight Ahead		Other
48	KLAMATH DR	4/30/2012	18:32	No Injury	Roadway Ditch	Making Left Turn		Exceeding Reas. Safe Speed
49	MOORAGE WAY	9/7/2013	16:30	No Injury	One parked--one moving	Making Right Turn	Legally Parked, Unoccupied	Improper Turn
50	MORRIS ST	4/15/2012	14:27	No Injury	From same direction - both going straight - both moving - sideswipe	Going Straight Ahead	Overtaking and Passing	None
51	MORRIS ST	11/30/2013	12:52	No Injury	Street Light Pole or Base	Going Straight Ahead		Apparently Ill
52	MORRIS ST	10/5/2012	8:10	No Injury	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Did Not Grant RW to Vehicle
53	MORRIS ST	4/9/2011	14:42	No Injury	Fence	Going Straight Ahead		Apparently Asleep
54	MORRIS ST	2/11/2011	15:11	No Injury	One parked--one moving	Going Straight Ahead	Legally Parked, Occupied	Other Driver Distractions Inside Vehicle
55	MORRIS ST	4/9/2011	14:40	No Injury	One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	Other
56	N 1ST ST	4/27/2014	15:25	No Injury	One parked--one moving	Making Right Turn	Legally Parked, Unoccupied	Improper Turn
57	N 1ST ST	6/4/2015	9:24	No Injury	Other Objects	Making Left Turn		Under Influence of Alcohol
58	N 1ST ST	8/17/2015	13:00	No Injury	One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	Inattention
59	PIONEER PKWY	4/18/2011	15:40	No Injury	From same direction - both going straight - one stopped - rear-end	Stopped for Traffic	Going Straight Ahead	None
60	PIONEER PKWY	8/24/2015	12:20	Evident Injury	Earth Bank or Ledge	Going Straight Ahead		Unknown Driver Distraction
64	PIONEER PKWY	2/26/2016	21:05	No Injury	Earth Bank or Ledge	Making Right Turn		Under Influence of Alcohol
65	PIONEER PKWY	11/5/2015	11:40	Possible Injury	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Driver Distractions Outside Vehicle
66	PIONEER PKWY	8/23/2011	10:35	Possible Injury	From opposite direction - all others	Going Straight Ahead	Going Straight Ahead	Under Influence of Drugs
67	PULL AND BE DAMNED	9/7/2013	18:35	No Injury	Roadway Ditch	Making Right Turn		Inattention

68	RESERVATION LN	1/28/2011	19:49	No Injury	From same direction - both going straight - both moving - sideswipe	Going Straight Ahead	Going Straight Ahead	Under Influence of Alcohol
69	S MAPLE ST	4/21/2014	17:57	Possible Injury	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Follow Too Closely
70	S MAPLE ST	3/7/2015	15:45	Evident Injury	Vehicle overturned	Making Right Turn		Other
71	S MAPLE ST	11/30/2015	9:00	No Injury	From same direction - both going straight - both moving - rear-end	Slowing	Slowing	Inattention
72	SHELTER BAY DR	11/15/2013	15:30	Dead at Scene	Culvert and/or other Appurtenance in Ditch	Going Straight Ahead		Under Influence of Drugs
73	SNEE OOSH RD	2/8/2016	12:20	Unknown	Utility Pole	Going Straight Ahead		Other
75	SNEEOOSH RD	12/8/2015	23:51	No Injury	Fallen rock hit by vehicle (on the road)	Going Straight Ahead		None
76	SOLAHDWH LN	7/24/2015	2:25	Possible Injury	Vehicle going straight hits pedestrian	Going Straight Ahead		Under Influence of Alcohol
77	SWINOMISH AV	9/30/2011	21:12	No Injury	Other Objects	Going Straight Ahead		Operating Defective Equipment
78	SWINOMISH DR	3/17/2016	14:27	No Injury	Mailbox	Going Straight Ahead		Inattention
79	WASCO PL	6/20/2014	21:00	Possible Injury	Tree or Stump (stationary)	Going Straight Ahead		Operating Defective Equipment

The map displays the Swinomish North Reservation area. A thick black line represents the main road, with a shield-shaped marker labeled '20' indicating a state route. Several other roads are shown as thinner lines, including March Point Rd, Stevenson Rd, Reservation Rd, Padilla Heights Rd, Casino Dr, and Long John Ln. A north arrow is located in the top right corner. The map is titled 'SWINOMISH TRIBE TRANSPORTATION SAFETY PLAN' and 'FIDALGO ISLAND'.

LEGEND

- COLLISION REFERENCE NUMBER (SEE TABLE 1 FOR DETAILED INFORMATION)
- MILE POST NUMBER AND LOCATION (SEE TABLE 2 FOR DETAILED INFORMATION)

FIGURE 1

SWINOMISH COLLISION MAP
NORTH RESERVATION
(SEE TABLES 1 & 2)

Data fro Jan 2011 - Feb 2016

Pin #	COUNTY ROAD NAME	REPORT NUMBER	MOST SEVERE INJURY TYPE	FIRST COLLISION TYPE / OBJECT STRUCK	MV DRIVER CONT CIRC 1 (UNIT 1)
30	RESERVATION RD	E462347	Possible Injury	From same direction - both going straight - both moving - rear-end	Follow Too Closely
31	1ST ST	2520921	No Injury	From same direction - one right turn - one straight	Operating Defective Equipment
80	PADILLA HEIGHTS RD	3228804	No Injury	From same direction - all others	Other
81	S CASINO RD	E094901	Evident Injury	Vehicle overturned	Exceeding Reas. Safe Speed
82	CASINO DR	2861319	No Injury	From same direction - both going straight - one stopped - rear-end	Driver Interacting with Passengers, Animals/Obj
83	CASINO DR	E483255	No Injury	Entering at angle	Did Not Grant RW to Vehicle
84	CASINO DR	3100433	No Injury	Entering at angle	Did Not Grant RW to Vehicle
85	CASINO DR	E114456	No Injury	Entering at angle	Did Not Grant RW to Vehicle
86	CASINO DR	E087666	No Injury	Entering at angle	Exceeding Reas. Safe Speed
87	CASINO DR	E393034	No Injury	Entering at angle	Inattention
88	CASINO DR	E402610	No Injury	Entering at angle	Inattention
89	CASINO DR	E404738	Unknown	From opposite direction - both moving - head-on	Apparently Asleep
90	CASINO DR	E409058	No Injury	Entering at angle	Operating Defective Equipment

Table 2: Details for Collisions on SR-20 - Refer to Figure 1

Data From Jan 2011 - Feb 2016

LINE	MILE POST	REPORT NUMBER	MOST SEVERE INJURY TYPE	FIRST COLLISION TYPE / OBJECT STRUCK	VEH 1 ACTION	VEH 2 ACTION	MV DRIVER CONT CIRC 1 (UNIT 1)
1	48.92	2464063	Possible Injury	Entering at angle	Going Straight Ahead	Starting in Traffic Lane	Disregard Stop and Go Light
1	48.92	3228580	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Follow Too Closely
1	48.92	3513336	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Follow Too Closely
1	48.92	E198390	Possible Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely
1	48.92	E325121	Evident Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped in Roadway	Inattention
1	48.92	E337623	No Injury	Same direction - both going straight - both moving - rear-end	Changing Lanes	Going Straight Ahead	Inattention
1	48.92	E342290	Possible Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Inattention
1	48.92	E354161	No Injury	Same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	Inattention
1	48.92	E416808	Possible Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Starting in Traffic Lane	Under Influence of Alcohol
1	48.92	E522605	Possible Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Inattention
1	48.92	E462347	Possible Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely
2	49.71	2839194	No Injury	Same direction - both going straight - one stopped - rear-end	Stopped at Signal	Going Straight Ahead	Follow Too Closely
2	49.71	2839217	No Injury	Same direction - both going straight - both moving - sideswipe	Changing Lanes	Slowing	Exceeding Reas. Safe Speed
2	49.71	2940273	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	Inattention
2	49.71	2940492	Possible Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Did Not Grant RW to Vehicle
2	49.71	3100509	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	Follow Too Closely
2	49.71	3175438	Possible Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	Follow Too Closely
2	49.71	3228357	Serious Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Follow Too Closely
2	49.71	3228427	No Injury	Same direction - both going straight - both moving - rear-end	Slowing	Going Straight Ahead	Follow Too Closely
2	49.71	3228823	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Follow Too Closely
2	49.71	3228826	Evident Injury	Vehicle overturned	Going Straight Ahead		Exceeding Reas. Safe Speed
2	49.71	3228853	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Driver Interacting with Passengers/Obj
2	49.71	3513314	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Exceeding Reas. Safe Speed
2	49.71	3513339	Evident Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Follow Too Closely
2	49.71	3513363	Possible Injury	Same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped at Signal	Inattention
2	49.71	E178312	No Injury	Entering at angle	Going Straight Ahead	Going Straight Ahead	Disregard Stop and Go Light
2	49.71	E194411	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Exceeding Reas. Safe Speed
2	49.71	E201729	No Injury	Same direction - both going straight - one stopped - rear-end	Slowing	Stopped at Signal	Operating Defective Equipment
2	49.71	E299798	Possible Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	Follow Too Closely
2	49.71	E319664	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Going Straight Ahead	Inattention
2	49.71	E326602	Evident Injury	Entering at angle	Going Straight Ahead	Going Straight Ahead	Disregard Stop and Go Light
2	49.71	E335736	No Injury	Same direction - both going straight - both moving - sideswipe	Going Straight Ahead	Going Straight Ahead	Follow Too Closely
2	49.71	E344142	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	Follow Too Closely
2	49.71	E349483	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Inattention
2	49.71	E390718	Possible Injury	Entering at angle	Going Straight Ahead	Making Left Turn	Disregard Stop and Go Light
2	49.71	E401393	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Follow Too Closely
2	49.71	E416083	No Injury	Same direction - both going straight - one stopped - rear-end	Slowing	Stopped at Signal	Inattention
2	49.71	E416858	Died in Hospital	Wood Sign Post	Going Straight Ahead		Apparently Asleep
2	49.71	E429669	No Injury	Same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped at Signal	Inattention
2	49.71	E441841	No Injury	Signal Pole	Making Right Turn		Improper Turn
2	49.71	E459603	Evident Injury	Same direction - both going straight - both moving - sideswipe	Going Straight Ahead	Slowing	Follow Too Closely
2	49.71	E479589	No Injury	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped at Signal	Follow Too Closely
2	49.71	E482470	Possible Injury	Same direction - both going straight - one stopped - rear-end	Slowing	Stopped at Signal	Follow Too Closely
3	50.60	2839230	No Injury	Entering at angle	Making Right Turn	Stopped at Signal	Exceeding Reas. Safe Speed
3	50.60	2861181	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely
3	50.60	3100447	Possible Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Unknown Driver Distraction
3	50.60	E097837	No Injury	Same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped for Traffic	Driver Distractions Outside Vehicle
3	50.60	E126832	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Follow Too Closely
3	50.60	E179339	Evident Injury	Entering at angle	Making Right Turn	Going Straight Ahead	Did Not Grant RW to Vehicle
3	50.60	E225202	Evident Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Operating Defective Equipment
3	50.60	E366374	Possible Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Other
3	50.60	E368298	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Inattention
3	50.60	E457733	No Injury	Same direction - both going straight - one stopped - rear-end	Slowing	Stopped at Signal	Other
3	50.60	E464228	Possible Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Other
3	50.60	E493376	No Injury	Entering at angle	Making Right Turn	Going Straight Ahead	Under Influence of Alcohol
3	50.60	E514010	No Injury	Same direction - both going straight - one stopped - rear-end	Merging (Entering Traffic)	Merging (Entering Traffic)	Follow Too Closely
3	50.61	E203393	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Starting in Traffic Lane	Driver Distractions Outside Vehicle
3	50.61	E220079	Possible Injury	Entering at angle	Making Right Turn	Going Straight Ahead	Under Influence of Alcohol
3	50.61	E299331	No Injury	Same direction -- both turning right -- both moving -- rear end	Making Right Turn	Making Right Turn	Inattention
3	50.61	E328042	Possible Injury	Same direction - both going straight - one stopped - rear-end	Slowing	Stopped at Signal	Driver Distractions Outside Vehicle
3	50.61	E340045	No Injury	Street Light Pole or Base	Starting in Traffic Lane		Inattention
3	50.61	E341021	Possible Injury	Same direction - both going straight - one stopped - rear-end	Stopped at Signal	Stopped at Signal	Driver Distractions Outside Vehicle
3	50.61	E361008	No Injury	Same direction - both going straight - one stopped - rear-end	Stopped for Traffic	Other*	None
3	50.61	E380713	No Injury	Same direction - both going straight - one stopped - rear-end	Merging (Entering Traffic)	Merging (Entering Traffic)	Follow Too Closely
3	50.61	E389541	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Follow Too Closely
3	50.61	E446959	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Disregard Stop Sign - Flashing Red
3	50.61	E465234	No Injury	Entering at angle	Making Right Turn	Stopped at Signal	Exceeding Reas. Safe Speed
3	50.62	2839003	Possible Injury	Same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped at Signal	Driver Distractions Outside Vehicle
3	50.62	2839155	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Follow Too Closely
3	50.62	2839207	Possible Injury	Vehicle overturned	Making Right Turn		Other
3	50.62	2839216	Possible Injury	Same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped at Signal	Follow Too Closely
3	50.62	2839355	No Injury	Same direction - both turning right -- one stopped -- rear end	Making Right Turn	Stopped at Signal	Follow Too Closely
3	50.62	2861216	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal	Follow Too Closely
3	50.62	2861218	No Injury	Same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped at Signal	Follow Too Closely
3	50.62	2861221	No Injury	Same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped for Traffic	Inattention
3	50.62	2861296	No Injury	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped for Traffic	Follow Too Closely
3	50.62	2861320	Possible Injury	Same direction -- both turning right -- both moving -- rear end	Making Right Turn	Making Right Turn	Follow Too Closely
3	50.62	2861322	No Injury	Same direction - one right turn - one straight	Going Straight Ahead	Making Right Turn	Inattention
3	50.62	2861339	No Injury	Same direction -- both turning right -- one stopped -- rear end	Stopped at Signal	Making Right Turn	Driver Not Distracted

Table 2: Details for Collisions on SR-20 - Refer to Figure 1

Data From Jan 2011 - Feb 2016

l n t. #	MILE POST	REPORT NUMBER	MOST SEVERE INJURY TYPE	FIRST COLLISION TYPE / OBJECT STRUCK	VEH 1 ACTION	VEH 2 ACTION	MV DRIVER CONT CIRC 1 (UNIT 1)
3	50.62	3100422	No Injury	Same direction - both going straight - one stopped - rear-end	Slowing	Stopped at Signal	Follow Too Closely
3	50.62	3100503	No Injury	Same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped at Signal	Inattention
3	50.62	3100507	No Injury	Same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped at Signal	Other
3	50.62	3522855	Possible Injury	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped at Signal	Follow Too Closely
3	50.62	E125013	Possible Injury	Same direction - one right turn - one straight	Starting in Traffic Lane	Stopped for Traffic	Unknown Driver Distraction
3	50.62	E126829	No Injury	Same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped for Traffic	Follow Too Closely
3	50.62	E140727	No Injury	Same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped at Signal	Other
3	50.62	E174464	Possible Injury	Same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped at Signal	Follow Too Closely
3	50.62	E176154	No Injury	Same direction - one right turn - one straight	Going Straight Ahead	Stopped for Traffic	Follow Too Closely
3	50.62	E178774	Evident Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Follow Too Closely
3	50.62	E345908	No Injury	Same direction - both going straight - one stopped - rear-end	Making Right Turn	Stopped at Signal	Driver Distractions Outside Vehicle
3	50.62	E499843	No Injury	Same direction - both going straight - both moving - rear-end	Merging (Entering Tra	Going Straight Ahead	Other
3	50.62	E518431	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Follow Too Closely
48.96	3228442	Possible Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	None	
49.00	E305554	Possible Injury	Roadway Ditch	Going Straight Ahead		Driver Operating Handheld Devic	
49.00	E310165	Possible Injury	Vehicle overturned	Going Straight Ahead		Inattention	
49.00	E383907	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	Follow Too Closely	
49.00	E418260	Possible Injury	Same direction - both going straight - one stopped - rear-end	Slowing	Stopped for Traffic	Inattention	
49.00	E496941	Possible Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	Inattention	
49.01	3228558	No Injury	From same direction - all others	Going Straight Ahead	Going Straight Ahead	Exceeding Stated Speed Limit	
49.02	E475869	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely	
49.10	3228508	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely	
49.10	E406061	No Injury	Vehicle overturned	Going Straight Ahead		Under Influence of Alcohol	
49.20	E451665	Evident Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	Inattention	
49.21	3175439	Possible Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Exceeding Reas. Safe Speed	
49.31	3228861	No Injury	Roadway Ditch	Going Straight Ahead		Under Influence of Alcohol	
49.40	3557171	Possible Injury	Roadway Ditch	Going Straight Ahead		Follow Too Closely	
49.41	3523378	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Inattention	
49.46	3175442	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Follow Too Closely	
49.46	E388455	No Injury	Same direction - both going straight - one stopped - rear-end	Slowing	Slowing	Follow Too Closely	
49.46	E430961	Evident Injury	Vehicle overturned	Going Straight Ahead		Apparently Asleep	
49.46	E450465	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Under Influence of Alcohol	
49.46	E468991	Possible Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely	
49.46	E481104	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Inattention	
49.48	E468993	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely	
49.50	E391866	No Injury	Same direction - all others	Going Straight Ahead	Going Straight Ahead	None	
49.51	2940270	Possible Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Driver Distractions Outside Vehicle	
49.51	E514610	Possible Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	Inattention	
49.52	E380589	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	Inattention	
49.59	E267699	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely	
49.66	3228442	Possible Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	Follow Too Closely	
49.68	E305554	Possible Injury	Roadway Ditch	Going Straight Ahead		Inattention	
49.71	E310165	Possible Injury	Vehicle overturned	Going Straight Ahead		Follow Too Closely	
49.74	E383907	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	Inattention	
49.76	E418260	Possible Injury	Same direction - both going straight - one stopped - rear-end	Slowing	Stopped for Traffic	Exceeding Reas. Safe Speed	
49.79	E496941	Possible Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	Follow Too Closely	
49.80	E249766	No Injury	Vehicle Strikes Deer	Going Straight Ahead		Other	
49.82	3228558	No Injury	From same direction - all others	Going Straight Ahead	Going Straight Ahead	Exceeding Reas. Safe Speed	
49.84	E475870	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Inattention	
49.86	E521619	No Injury	Concrete Barrier/Jersey Barrier - Face	Going Straight Ahead		Operating Defective Equipment	
49.87	3228508	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely	
49.89	E152963	No Injury	Same direction - both going straight - both moving - sideswipe	Going Straight Ahead	Going Straight Ahead	Exceeding Reas. Safe Speed	
49.90	E497269	No Injury	Vehicle overturned	Going Straight Ahead		Driver Interacting with Passengers/Obj	
49.90	E416013	Evident Injury	Utility Pole	Going Straight Ahead		Under Influence of Alcohol	
49.91	3175643	Evident Injury	Guardrail - Face	Going Straight Ahead		Exceeding Reas. Safe Speed	
49.91	E218249	No Injury	Earth Bank or Ledge	Going Straight Ahead		Exceeding Reas. Safe Speed	
49.91	E289258	No Injury	Roadway Ditch	Going Straight Ahead		Exceeding Reas. Safe Speed	
49.92	E542873	Evident Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	Operating Defective Equipment	
49.95	3420415.1	Possible Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Inattention	
49.96	3037482	No Injury	Guardrail - Face	Going Straight Ahead		Apparently Asleep	
49.96	E157626	Evident Injury	Vehicle overturned	Going Straight Ahead		Exceeding Reas. Safe Speed	
49.96	E236841	No Injury	All other non-collision	Going Straight Ahead		None	
49.96	E358518	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Driver Interacting with Passengers/Obj	
49.98	3449867.4	No Injury	Roadway Ditch	Going Straight Ahead		Follow Too Closely	
50.00	E215145	No Injury	Same direction - all others	Changing Lanes	Going Straight Ahead	Other	
50.00	E274118	No Injury	Vehicle Strikes Deer	Going Straight Ahead		None	
50.00	E323678	No Injury	Same direction - both going straight - both moving - rear-end	Merging (Entering Tra	Slowing	Follow Too Closely	
50.00	E338224	No Injury	Earth Bank or Ledge	Going Straight Ahead		Inattention	
50.00	E436163	No Injury	Concrete Barrier/Jersey Barrier - Face	Going Straight Ahead		Under Influence of Alcohol	
50.00	3479319.7	Possible Injury	Roadway Ditch	Going Straight Ahead		Did Not Grant RW to Vehicle	
50.01	E382286	Possible Injury	Vehicle overturned	Going Straight Ahead		Other	
50.03	3508772	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Exceeding Reas. Safe Speed	
50.06	3538224.3	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	None	
50.07	3228480	No Injury	Earth Bank or Ledge	Going Straight Ahead		Other	
50.08	E388455	No Injury	Same direction - both going straight - one stopped - rear-end	Slowing	Slowing	Exceeding Reas. Safe Speed	
50.10	E362159	No Injury	Vehicle Strikes Deer	Going Straight Ahead		None	
50.11	E430961	Evident Injury	Vehicle overturned	Going Straight Ahead		Exceeding Reas. Safe Speed	
50.20	3501045	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely	
50.21	E094546	Possible Injury	Roadway Ditch	Going Straight Ahead		Exceeding Reas. Safe Speed	

Table 2: Details for Collisions on SR-20 - Refer to Figure 1

Data From Jan 2011 - Feb 2016

Intersecting Road	MILE POST #	REPORT NUMBER	MOST SEVERE INJURY TYPE	FIRST COLLISION TYPE / OBJECT STRUCK	VEH 1 ACTION	VEH 2 ACTION	MV DRIVER CONT CIRC 1 (UNIT 1)
	50.21	E218080	Evident Injury	Roadway Ditch	Going Straight Ahead		Exceeding Reas. Safe Speed
	50.46	E471452	No Injury	Vehicle Strikes Deer	Going Straight Ahead		None
	50.47	E369171	No Injury	Same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Going Straight Ahead	Inattention
	50.48	E470683	No Injury	Vehicle Strikes Deer	Going Straight Ahead		None
	50.50	E114457	Evident Injury	Vehicle Strikes Deer	Going Straight Ahead		None
	50.50	E143666	Evident Injury	Roadway Ditch	Going Straight Ahead		Operating Defective Equipment
	50.53	3722306	Possible Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Exceeding Reas. Safe Speed
	50.59	E201790	No Injury	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped for Traffic	Follow Too Closely
	50.59	E378851	No Injury	Same direction - both going straight - both moving - sideswipe	Going Straight Ahead	Merging (Entering Traffic)	None
	50.64	3228377	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely
	50.70	E366290	Possible Injury	Same direction - all others	Going Straight Ahead	Going Straight Ahead	Other
	50.71	E500576	No Injury	Vehicle overturned	Going Straight Ahead		None
	50.72	E196030	Possible Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely
	50.74	3490433	No Injury	Concrete Barrier/Jersey Barrier - Face	Going Straight Ahead		Other
	50.83	E179909	No Injury	Concrete Barrier/Jersey Barrier - Face	Going Straight Ahead		Operating Defective Equipment
	50.88	E423600	No Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely
	50.90	E127083	Evident Injury	Same direction - both going straight - both moving - sideswipe	Going Straight Ahead	Going Straight Ahead	Exceeding Reas. Safe Speed
	50.90	E141031	No Injury	Bridge Rail - Face	Going Straight Ahead		Exceeding Reas. Safe Speed
	50.90	E329571	No Injury	Same direction - both going straight - both moving - sideswipe	Going Straight Ahead	Going Straight Ahead	Apparently Asleep
	51.00	E366649	Evident Injury	Bridge Rail - Face	Going Straight Ahead		Other Driver Distractions Inside Vehicle
	51.05	E143656	No Injury	Bridge Rail - Face	Going Straight Ahead		Exceeding Reas. Safe Speed
	51.09	3522874	No Injury	Bridge Rail - Face	Going Straight Ahead		Exceeding Reas. Safe Speed
	51.12	2686276	No Injury	Bridge Rail - Face	Going Straight Ahead		Exceeding Reas. Safe Speed
	51.12	E519842	No Injury	Same direction - both going straight - one stopped - rear-end	Stopped in Roadway	Slowing	Operating Defective Equipment
	51.13	E471091	No Injury	Bridge Rail - Face	Going Straight Ahead		Under Influence of Drugs
	51.15	E349294	Possible Injury	Same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Other
	51.21	E136609	No Injury	Bridge Rail - Face	Changing Lanes		None

Summary 1: Collisions on SR-20 Not at or Related to Intersections (Refer to Figure 1 and Table 2)

SR-20 Not at Intersection	MP 48.92-49.71	MP 49.71-50.60	MP > 50.60
Type	Segment 1	Segment 2	Segment 3
Exited Roadway	4	14	9
Same direction - one stopped - rear-end	6	7	1
Same direction - both moving - sideswipe	0	2	2
Same direction - both moving - rear-end	14	9	4
Vehicle overturned	4	4	1
Same direction - all others	2	2	1
Vehicle Strikes Deer	0	6	0
Not Stated/Other	0	1	0
Total	30	45	18

Segment 1	SR-20 from Thompson Rd to Resevation Rd
Segment 2	SR-20 from Reservation Rd to Casino Rd
Segment 3	SR-20 from Casino Rd to Bridge

SR-20 Not at Intersection	MP 48.92-49.71	MP 49.71-50.60	MP > 50.60
Circumstance	Segment 1	Segment 2	Segment 3
Apparently Asleep	1	1	1
Did Not Grant RW to Vehicle	0	1	0
Follow Too Closely	13	19	8
Inattention	11	7	1
Operating Defective Equipment	0	3	2
Under Influence of Alcohol/Drugs	3	2	1
None/Other	2	12	5
Total	30	45	18

SR-20 Not at Intersection	MP 48.92-49.71	MP 49.71-50.60	MP > 50.60
Severity	Segment 1	Segment 2	Segment 3
Fatality	0	0	0
Serious Injury	0	0	0
Evident Injury	2	8	2
Possible Injury	13	7	3
No Injury	15	30	13
Total	30	45	18

Data From Jan 2011 - Feb 2016

Summary 2: Collisions on SR-20 at and Related to Intersections (Refer to Figure 1 and Table 2)

Type	SR 20 at Thompson Road (MP 48.92)	SR-20 at Reservation Road (MP 49.81)	SR-20 at Casino Road (MP 50.60)
Exited Roadway	0	2	1
Same direction - one stopped - rear-end	4	15	34
Same direction - both moving - sideswipe	1	3	0
Same direction - both moving - rear-end	5	7	5
Vehicle overturned	0	1	1
Same direction - one right turn - one straight	0	0	3
From opposite direction - one left turn - one straight	0	1	0
Entering at angle	1	3	5
Total	11	32	49

Circumstance	SR 20 at Thompson Road (MP 48.92)	SR-20 at Reservation Rd (MP 49.81)	SR-20 at Casino Road (MP 50.60)
Apparently Asleep	0	1	0
Did Not Grant RW to Vehicle	1	5	2
Follow Too Closely	4	18	21
Inattention	5	7	14
Operating Defective Equipment	0	1	1
Under Influence of Alcohol/Drugs	1	0	2
None/Other	0	0	9
Total	11	32	49

Severity	SR 20 at Thompson Road (MP 48.92)	SR-20 at Reservation Rd (MP 49.81)	SR-20 at Casino Road (MP 50.60)
Fatality	0	1	0
Serious Injury	0	1	0
Evident Injury	1	4	3
Possible Injury	6	6	13
No Injury	4	20	33
Total	11	32	49

Data From Jan 2011 - Feb 2016

TRANSPORTATION PLAN

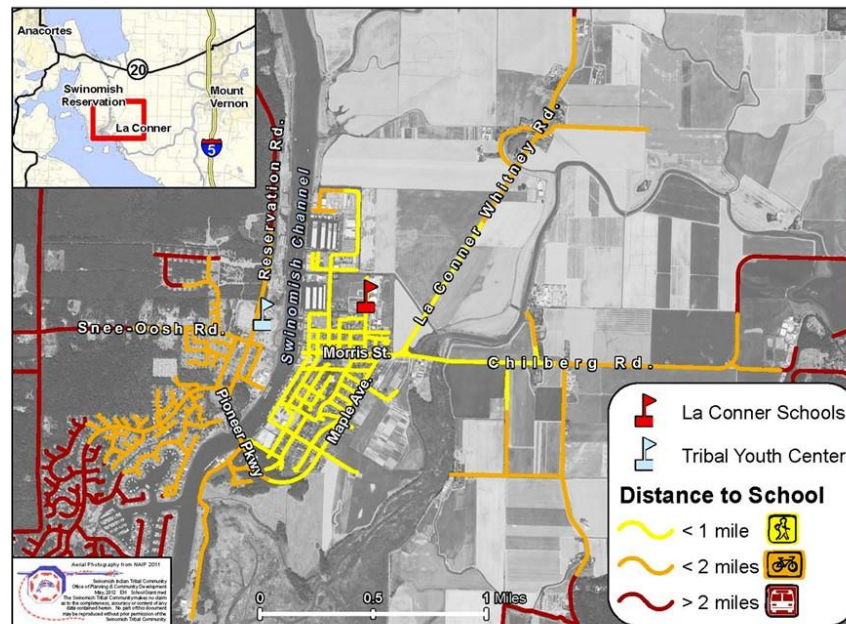
EXISTING NON-MOTORIZED SYSTEM DEFICIENCIES

Table 16: Summary of Existing Non-motorized System Deficiencies

Deficiency	Location
Missing Crosswalks	<ul style="list-style-type: none"> • Intersection of Reservation Road/Snee-Oosh Rd/Pioneer Parkway • Intersection of Shelter Bay Road at First Street • Intersection of Shelter Bay Road at Pioneer Parkway • Intersection of Pioneer Parkway at the Moorage Way
Missing Sidewalks	<ul style="list-style-type: none"> • Pioneer Parkway – east side • Reservation Road ¼ mile north of Snee-Oosh Road – both sides • Snee-Oosh Road ¼ mile west of Pioneer Parkway – both sides • Shelter Bay Road 100' west of 1st Street to Pioneer Parkway– both sides • Front Street – east side
Substandard Road Shoulders	<ul style="list-style-type: none"> • Pioneer Parkway – East Side • Snee-Oosh Road east of Squi-Qui Lane – south side • Snee-Oosh Road west of Squi-Qui Lane – both sides • Reservation Road between Pioneer Parkway and Snee-Oosh Road (north intersection) – both sides • Indian Road – both sides
Needed Non-motorized Safety Signage	<ul style="list-style-type: none"> • Pedestrian crossing signs at marked crosswalks • Pedestrian crossing sign at high-volume unmarked crossings • Designated bicycle routes • At-grade pedestrian paths and sidewalks • Within school zones • Other areas of significant walk and bike activity
Village Trail System	<ul style="list-style-type: none"> • Complete in-Village trail system
Needed Reservation Non-motorized Plan	<ul style="list-style-type: none"> • Designation of a Reservation-wide bicycle and trail route system and improvements plan

SAFE ROUTES TO SCHOOL PLAN

Walking/Biking Distance to La Conner Schools



Project Goals

- Provide safer pedestrian and bicycle routes between SITC and La Conner schools that comply with the Washington State Department of Transportation (WSDOT) Design Manual and Federally accessibility requirements.
- Implement traffic calming measures to address the public concerns regarding motorized traffic speeds and non-motorized traffic safety in the study area.
- Encourage children and adults to walk and bike between the schools and the Swinomish Tribal Youth Center; providing pedestrian and bicycle education, including the benefits of physical exercise as part of the La Conner School District's Physical Education Curriculum.

Project Partners

- Town of La Conner
- Skagit County
 - Public Works Department
 - Sheriff's Office
- La Conner School
- Skagit Valley Hospital Healthy Communities



SAFE ROUTES TO SCHOOL PROJECT

PROJECT DESCRIPTION





BACKGROUND

The Swinomish Indian Tribal Community (SITC) and the Town of La Conner have selected over 2.5 miles between La Conner public schools and the tribal Youth Center for potential pedestrian and bicycle improvements as part of a Safe Routes to School grant.

Safe Routes to School is a program that promotes safety, physical fitness, and a cleaner environment by making it easier for students to walk and bike to school. These program benefits stretch beyond the school day and improve surrounding neighborhoods.

For more information on the Safe Routes to School Program, visit the National Center for Safe Routes to School at www.saferroutesinfo.org

SAFETY IMPROVEMENTS COULD INCLUDE:

- Painted and/or raised crosswalks
- ADA compliant ramps
- Speed Indicator Signs
- Illumination
- Additional pedestrian and bike signage
- Bicycle lanes
- Painted bicycle markings
- New sidewalks

GOALS

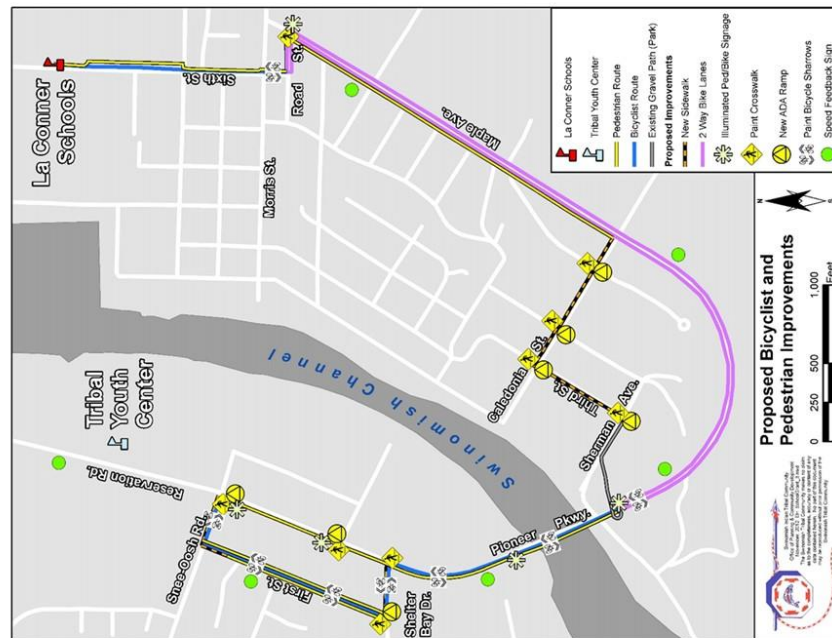
- Provide more and safer walking and bicycling routes between La Conner schools and the Tribal Youth Center
- Reduce traffic congestion around La Conner schools at drop off and pick up times
- Encourage kids to walk and bike to school and the Tribal Youth Center

SCHEDULE

	Winter 2014	Winter 2015	Spring 2015	Summer 2015	Fall 2015
Preliminary Engineering, Concept Development, and Public Open Houses					
Concept Refinement and Preliminary Design					
Open Houses and Final Design					
Bidding					
Construction					




SWINOMISH-NSM.GOV/COMMUNITY/SAFE-ROUTES-TO-SCHOOL



Engineering Element

- Provide a continuous and improved pedestrian walk route and bike route along the Proposed Safe Routes to School Corridor connecting the La Conner School Campus to the Swinomish Tribal Youth Center at the Swinomish Village.

Safety Improvements Include:

- Painted and/or raised crosswalks
- ADA compliant ramps
- Speed Indicator Signs
- Illumination
- Additional pedestrian and bike signage
- Bicycle lanes
- Painted bicycle markings
- New sidewalks

Enforcement Element

Collaborative enforcement of traffic safety

- Increased traffic enforcement of SRTS Corridor Route a half hour before and school
- Speed Feedback Signs
- Bicycle safety programs



Education and Encouragement Elements

La Conner Elementary and Middle School PE Teachers were taught the bike and ped safety curriculum to teach to students Kindergarten to 8th grade. K-4th students learn pedestrian safety and grades 5th -8th are taught bicycle safety.

- 30 Trek bikes were purchased for the LCSD; including a custom bike storage trailer
- Bike kit curriculum materials; helmets, cones, signs, etc.
- Training for teachers
- Substitute teachers to allow teachers to attend training and assist in classroom lesson
- Encouragement incentives
- Promotional cost of events.

Safe Routes to School Kid's Cycling and Pedestrian Skills Clinic

- Held in conjunction with the SC Fire District #13 National Wildfire Community Preparedness Day May 2nd.
- Helmet fittings and distribution, bike check-up and maintenance, reflectivity station, and bike registration with the Skagit County Police in order to report or locate lost or stolen bikes.



Wheel and Walk to School Day

Bike to School Day, May 6th



- Bike to School Day is a national day where kids all over the United States bike to school to promote fun, healthy habits and contribute to a cleaner environment.
- This was the LCSD first time being involved with the event and was coordinated with the Tribal Police, Skagit Police, and community volunteers. There were approximately 50 biking participants and 60 walking participants.

Next Steps

ENFORCEMENT

Continue traffic safety enforcement
Conduct Bike Safety programs

Education and Encouragement

Bike and Pedestrian Safety Skills is P.E. Curriculum
Walk to School Day October 7th

Engineering

Bidding in September
Construction late fall/ early spring